

**LEGISLATIVE SERVICES AGENCY
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

200 W. Washington, Suite 301
Indianapolis, IN 46204
(317) 233-0696
<http://www.in.gov/legislative>

FISCAL IMPACT STATEMENT

LS 7382

BILL NUMBER: HB 1385

NOTE PREPARED: Jan 12, 2013

BILL AMENDED:

SUBJECT: Complete Streets Guidelines.

FIRST AUTHOR: Rep. Speedy

BILL STATUS: As Introduced

FIRST SPONSOR:

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 X FEDERAL

IMPACT: State

Summary of Legislation: The bill requires the Indiana Department of Transportation (INDOT) to do the following:

- (1) Adopt guidelines for INDOT projects regarding street design that enables safe, comfortable, and convenient access for all users (Complete Streets Guidelines).
- (2) Include a requirement to comply with Complete Streets Guidelines in INDOT contracts entered into after December 31, 2013.
- (3) Include Complete Streets Guidelines in INDOT's approved design manual.
- (4) Report to the General Assembly on INDOT's progress in incorporating Complete Streets Guidelines into the approved design manual and projects.

Effective Date: July 1, 2013.

Explanation of State Expenditures: INDOT will incur some additional costs developing Complete Streets Guidelines into the planning, design, construction, reconstruction, or improvement of a state highway or other roadway under INDOT jurisdiction. In addition, INDOT will incur minor costs to report on the Complete Streets Guidelines implementation annually to the General Assembly.

The ultimate fiscal impact of implementing Complete Streets Guidelines will be the cost to plan, design, construct, reconstruct, or improve a road project in such a way as to meet the guidelines. There are a number of ways in which INDOT might incorporate Complete Streets Guidelines into the approved design manual, each method of which impacts project costs differently.

After December 31, 2013, INDOT will require the use of Complete Streets Guidelines, as developed by

INDOT, in all of its contracts. However, the cost will also depend on whether the project may be excluded from the Complete Streets Guidelines under the bill. Possible reasons for exclusions include:

- (1) Pedestrian or other nonmotorized usage is prohibited on the roadway by law.
- (2) The cost of incorporating Complete Streets Guidelines for the project is excessively disproportionate to the benefits.
- (3) There is a demonstrated lack of present or future need for complete streets for the project.

The funds affected by the bill are the State Highway Fund and federal highway funds.

Background Information: A “complete street” is a highway, street, or other roadway that is designed and operated to enable safe, comfortable, and convenient access for all users, which may include pedestrians, bicyclists, public transit users, children, older individuals, motorists, and individuals with disabilities. In other words, a “complete streets” policy ensures that the entire right of way is planned, designed, operated and maintained to provide safe access for all users.

Explanation of State Revenues:

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: Indiana Department of Transportation.

Local Agencies Affected:

Information Sources: National Conference of State Legislatures
(www.ncsl.org/documents/transportation/MILLAR.pdf)

Fiscal Analyst: Stephanie Wells, 232-9866.